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RailRoad
company

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April 15, 2008

222091

The Honorable Anne K. Quinlan
Acting Secretary
Surface Transportation Board
Office of the Secretary
395 E Street, S.W.
Washington, DC 20423-0001

**Re: Canadian National Railway Company and Grand Trunk Corporation –
Control – EJ&E West Company (STB Finance Docket No. 35087)**

Dear Ms. Quinlan:

The CN/EJ&E transaction is good for the national freight rail system and should not be delayed because of the vocal opposition of a small group of primarily local interests. There are enormous challenges facing transportation in our country, and rail is a big part of the solution to the transportation challenges of the future. Freight railroads can carry on average a ton of freight 423 miles on a gallon of fuel and are 16 times safer than trucks in carrying hazardous commodities. The railroads are also huge taxpayers, and as noted in the book *When the Railroad Leaves Town* (the forward of which was written by Senator Durbin), are often the largest taxpayer in rural areas. By comparison, it is estimated that 65% of trucking costs are subsidized by the taxpaying public.

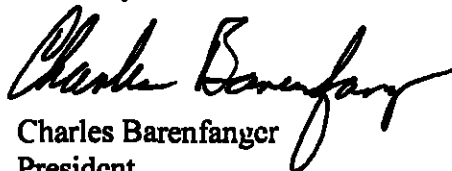
Because this transaction would benefit consumers throughout the country, it would be tragic to have CN walk away from this deal. An increase to 30-40 trains per day is not unremarkable and has not caused problems in many other communities. Where I live in Vandalia, IL, we have up to 30 trains per day on CSXT right through the middle of town and it is hardly noticed. This is especially the case where, as here, the trains travel through town without stopping and at track speeds of approximately 45 miles an hour. Quite frankly, the amount of traffic CN intends to route over the EJ&E is modest compared to some of the lines of other railroads coming into Chicago and throughout the country, which can see over 100 trains a day. I think the objectors are wildly overstating the problem, although I do believe grade separated crossings are appropriate for those crossings that meet the Board's established standards. I suggest that

the public funds that had been intended for CREATE could be used to build many of the overpasses and underpasses needed.

I realize that some influential people are objecting to the EJ&E/CN transaction, but it is important that this transaction be viewed from the perspective of its national impact as opposed to local objections. Submitting to the demands of a vocal minority would create a precedent that, over time, would stifle the movement of freight and passenger traffic over the national private freight rail system. This would make U.S. goods, including agricultural products, more expensive and less competitive in domestic and foreign markets. It would also vest a handful of small, well-to-do communities with veto power over the routing of millions of tons of raw materials necessary for the functioning of the American economy.

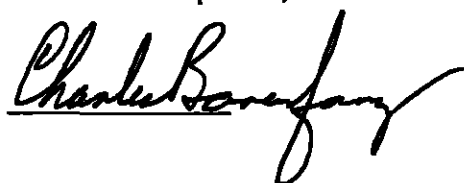
We NEED this transaction to happen – it will help solve many rail congestion issues around Chicago based largely on private money as opposed to public funds. CN's portion of the traffic moving through Chicago impacts millions of businesses, farmers, and consumers throughout the country. The benefits of a strong national rail network for millions of Americans must outweigh small pockets of local special interests. I respectfully urge you to approve this transaction promptly.

Sincerely,



Charles Barenfanger
President
Effingham Railroad Co.

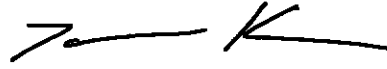
I, Charles Barenfanger, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed on April 15, 2008.



cc: Victoria J. Rutson, SEA
All parties of record

Certificate of Service

**I hereby certify that on April 15, 2008 I served the forgoing document by first class mail,
postage prepaid, on all parties of record in this proceeding**

A handwritten signature in black ink, appearing to read 'Tamar Khafi', written over a horizontal line.

Tamar Khafi